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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/689,984	10/22/2003	Michael P. Siok	113474	8991

25944 7590 10/06/2004

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EXAMINER
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BROADHEAD, BRIAN J

ART UNIT	PAPER NUMBER
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3661

DATE MAILED: 10/06/2004

Please find below and/or attached an Office communication concerning this application or proceeding.

# Office Action Summary

Application No.

10/689,984

Applicant(s)

SIOK ET AL.

Examiner

Brian J. Broadhead

Art Unit

3661

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

## Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

## Status

- 1) ☒ Responsive to communication(s) filed on 05 February 2004.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

## Disposition of Claims

- 4) ☒ Claim(s) 1-16 is/are pending in the application.
- 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) ☐ Claim(s) \_\_\_\_\_ is/are allowed.
- 6) ☒ Claim(s) 1-16 is/are rejected.
- 7) ☐ Claim(s) \_\_\_\_\_ is/are objected to.
- 8) ☐ Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

## Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☒ The drawing(s) filed on 22 October 2003 is/are: a) ☐ accepted or b) ☒ objected to by the Examiner.  
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

## Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some \* c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
2. ☐ Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).
- \* See the attached detailed Office action for a list of the certified copies not received.

## Attachment(s)

- 1) ☒ Notice of References Cited (PTO-892)
- 2) ☐ Notice of Draftsperson's Patent Drawing Review (PTO-948)
- 3) ☒ Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)  
Paper No(s)/Mail Date 10-22-03, 2-5-04.
- 4) ☐ Interview Summary (PTO-413)  
Paper No(s)/Mail Date. \_\_\_\_\_.
- 5) ☐ Notice of Informal Patent Application (PTO-152).
- 6) ☐ Other: \_\_\_\_\_.

## **DETAILED ACTION**

### ***Drawings***

1. The drawings are objected to because figures 2, 3, and 4 are not legible. Corrected drawing sheets in compliance with 37 CFR 1.121(d) are required in reply to the Office action to avoid abandonment of the application. Any amended replacement drawing sheet should include all of the figures appearing on the immediate prior version of the sheet, even if only one figure is being amended. The figure or figure number of an amended drawing should not be labeled as "amended." If a drawing figure is to be canceled, the appropriate figure must be removed from the replacement sheet, and where necessary, the remaining figures must be renumbered and appropriate changes made to the brief description of the several views of the drawings for consistency. Additional replacement sheets may be necessary to show the renumbering of the remaining figures. The replacement sheet(s) should be labeled "Replacement Sheet" in the page header (as per 37 CFR 1.84(c)) so as not to obstruct any portion of the drawing figures. If the changes are not accepted by the examiner, the applicant will be notified and informed of any required corrective action in the next Office action. The objection to the drawings will not be held in abeyance.

### ***Claim Rejections - 35 USC § 102***

2. The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

3. Claims 1 through 16 are rejected under 35 U.S.C. 102(b) as being anticipated by Nishimura et al., 5913912.

4. As per claims 1 through 6, Nishimura et al. disclose a first database networked with a first data source usable to obtain and store shared status information on the status of airport operations(12); a second database networked with a second data source usable to obtain and store airline status information of airline activities, wherein the second database is networked with the first database for status information exchange(11); and a first airport operations advisor module having at least one of a graphical user interface and a text based interface and usable to manage airport operations, wherein the first airport operations advisor is networked with at least the first database to receive at least one of the shared status information and the airline status information(10B); the first database includes at least publicly available status information and select airline status information that an airline chooses to share on lines 19-25, on column 5; the first database includes status information of functions particular to an airline in figure 13, item 13; further comprising a second airport operations advisor module having at least one of a graphical user interface and a text based interface and usable to manage airline operations, wherein the second airport operations advisor is networked with the first database and the second database to receive the shared status information and the airline status information(10a); the second airport operations advisor module is networked to the second database to obtain airline information and to distribute airline command directives in figure 2; and further comprising a third airport operations advisor module located at an external agency having at least one of a

graphical user interface and a text based interface and usable to monitor airport operations, wherein the third airport operations advisor is networked with the first database to receive the status information at the external agency(24,25).

5. As per claims 7 through 9, Nishimura et al. disclose a first data source that provides airport status information, wherein the first data source is connected to an input/output interface(12); a second data source that provides airline status information, wherein the second data source is connected to an input/output interface(11); a memory connected to the input/output interface via a data bus for storing status information on line 7, on column 5; a display connected to the input/output interface for viewing status information from the at least one of the first and the second data source(24); an input device connected to the input/output interface for inputting user commands to the airport operations managing system based on the status information(25); and a controller connected to the input/output interface to control the movement of data within the airport operations managing system(22); the status information received from at least one of the first data source and the second data source is routed to a data protocol translating application connected to the data bus under the direction of the controller to be modified to a compatible format and translated status information is output to update information displayed in an active display by sending the status information to the display under the direction of the controller on lines 45-62, on column 7; and the status information is output to at least one of a database managing application and a display managing application connected to the input/output interface via a data bus, wherein at least one of the database managing application and the display managing application updates

information displayed in an active display by sending the input airport support function status information to the display under the direction of the controller on lines 45-62, on column 7.

6. As per claims 10 through 16, Nishimura et al. disclose gathering status information on at least one aircraft and an airport from at least one data source and storing the status information in a common decision support database, distributing the status information to a display at an airport operations center, reviewing the status information on the display to identify current status of operations, and implementing a response based on the status information on lines 31-67, on column 4; implementing a response includes determining if an aircraft is ready for takeoff based on the status information on lines 9-27, on column 5; wherein gathering the status information comprises gathering at least one of shared status information including public status information generated by activities at an airport, and proprietary information generated by an airline and chosen to be shared on lines 5-31, on column 5; wherein gathering the shared status information comprises gathering the status of flight operations and ground services on lines 5-31, on column 31; further comprising archiving the status information to provide a historical record for identifying and implementing changes to airport operations on lines 33-38, on column 9; at least one of the gathering of status information and distributing status information is done in real-time on lines 1-22, on column 7; and instructions for gathering status information on at least one aircraft and an airport from at least one data source and storing the status information in a common decision support database, instructions for distributing the status information to a

display at an airport operations center, instructions for reviewing the status information on the display to identify current status of operations, and instruction for implementing a response based on the status information on line 38, on column 38, through line 12, on column 8.

### ***Conclusion***

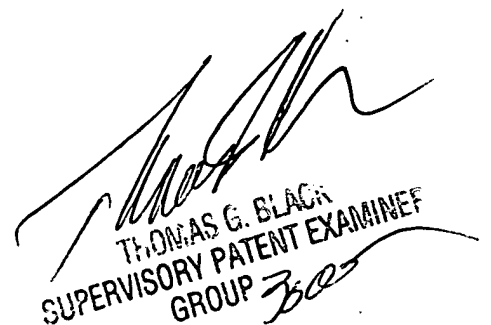
Any inquiry concerning this communication or earlier communications from the examiner should be directed to Brian J. Broadhead whose telephone number is 703-308-9033. The examiner can normally be reached on Monday through Thursday.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Thomas Black can be reached on 703-305-8233. The fax phone number for the organization where this application or proceeding is assigned is 703-872-9306.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).



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